

ROYAL NAVAL DIVISION.
PUBLIC NOTICE HONGKONG.
The Admiralty have given
Official permission for raising a
Battalion of 1,000 men, which will be
mainly recruited from the Chinese and
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
GOD SAYS THE KING.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,920.

號十二零千八萬一第

日十初月正年辰丙

HONGKONG, SATURDAY, FEBRUARY 12TH, 1916.

六拜禮

號二十月二年五國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE
Feb. 13th.—Europe (via Siberia), per s.s. Mongolia.
TO DEPART
Feb. 14th.—Europe via Siberia, at noon, per s.s. CHINA.
Feb. 14th.—Shanghai, North China, Japan via Nagasaki, Honolulu, United States, North-South America, Canada via San Francisco, and United Kingdom via Canada, at noon, per s.s. CHINA.
Feb. 15th.—Straits, Ceylon, Port Said, Marseilles and London, at 9 a.m., per s.s. MONGANA.
Feb. 15th.—Europe via Siberia, at 11 a.m., per s.s. TENYO MARU.
Feb. 15th.—Shanghai, North China, Japan via Nagasaki, Honolulu, North-South America and Canada via San Francisco United Kingdom via Canada, at 11 a.m., per s.s. TENYO MARU.
Feb. 15th.—Philippine Islands, Japan via Moji, Canada, and Victoria, B.C., North and South America via Tacoma and United Kingdom via Canada, at 1 p.m., per s.s. CHICAGO MARU.
Feb. 15th.—Europe via Siberia, at 3 p.m., per s.s. YINGCHOW.
Feb. 16th.—Europe via Siberia, at 10.30 a.m., per s.s. MONTAGNE.
Feb. 16th.—Shanghai, North China, Japan via Moji, Victoria, B.C., Vancouver and United Kingdom via Canada, at 10.30 a.m., per s.s. MONTAGNE.
Feb. 17th.—Europe via Siberia, at 3 p.m., per s.s. SHANTUNG.
W.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 975 lbs. net.
In Bags 250 lbs. net.
BEEHAW, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.	
9.00 a.m. to 10.00 a.m.	Every 15 minutes
10.00 " " " " " "	" " " "
10.30 " " " " " "	" " " "
11.00 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 " " " " " "	" " " "
1.30 " " " " " "	" " " "
2.00 " " " " " "	" " " "
2.30 " " " " " "	" " " "
3.00 " " " " " "	" " " "
3.30 " " " " " "	" " " "
4.00 " " " " " "	" " " "
4.30 " " " " " "	" " " "
5.00 " " " " " "	" " " "

NIGHT CARS.	
6.00 p.m. and 8.00 p.m.	5.30 to 11.00 p.m.
Every 15 minutes.	
1.00 p.m. to 11.45 p.m.	Every Quarter-Hour.

SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " " " " "	" " " "
11.00 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 " " " " " "	" " " "
1.30 " " " " " "	" " " "
2.00 " " " " " "	" " " "
2.30 " " " " " "	" " " "
3.00 " " " " " "	" " " "
3.30 " " " " " "	" " " "
4.00 " " " " " "	" " " "
4.30 " " " " " "	" " " "
5.00 " " " " " "	" " " "

NIGHT CARS on Week Days.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprodeore order representing Bank Note.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong 15th June, 1915. 185

FOR SALE.

POSTAGE STAMP CATALOGUES

FOR

1916.

GRACA & CO.

No. 4, WYNDHAM STREET.
Hongkong, 6th January, 1916. 120

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
In the City. Near to everywhere, and providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day.

Special terms to monthly guests.

Cable address Telephone No. 2,510.
SAVOY C. A. BIDDLE,
Manager.

MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.A., A.B.C., WESTERN UNION, ENGINEERING AND BENEFIT CODES USED.

Holders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contrado Condensers, Stone's Manganese, (Bronze Castings, Parsons' Steam Turbines and Turbo-Alternators, &c. &c.)

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 25 " 24 " 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 20 tons each, besides 160 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1, 7,000 tons. No. 2, 15,000 tons.
Max. Length of Ship taken in ... 460 feet. " 580 feet.
Max. Breadth of Ship taken in ... 58 " " 68 "
Max. Draft of Ship taken in ... 22 " " 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda)

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 388 feet 0 in.
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for STEAM RAISING, FURNACING, SMOKELESS COAL, BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Completes with the best quality English Coal for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES. HIGHEST FIREBRICKS GRADE.

FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. 126

SOUTH

MANCHURIA RAILWAY.

TRAVELLING THE NEWEST AND MOST INTERESTING COUNTRY. OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen Seton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare
Shanghai (S.M.S. Train) to Dairen	Shanghai (S.M.S. Train) to Dairen	Dairen to Shanghai (S.M.S. Train)	Dairen to Shanghai (S.M.S. Train)
12.00	7.00	12.00	7.00
13.00	7.00	13.00	7.00
14.00	7.00	14.00	7.00
15.00	7.00	15.00	7.00
16.00	7.00	16.00	7.00
17.00	7.00	17.00	7.00
18.00	7.00	18.00	7.00
19.00	7.00	19.00	7.00
20.00	7.00	20.00	7.00
21.00	7.00	21.00	7.00
22.00	7.00	22.00	7.00
23.00	7.00	23.00	7.00
24.00	7.00	24.00	7.00
25.00	7.00	25.00	7.00
26.00	7.00	26.00	7.00
27.00	7.00	27.00	7.00
28.00	7.00	28.00	7.00
29.00	7.00	29.00	7.00
30.00	7.00	30.00	7.00

* Russian Train Time is 25 minutes faster than the S.M.S. Time. The above fares do not include the Express Train North Fee.

To the only train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.20 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 3.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hsiaoan (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "Manzhou."

Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tien sin Depot, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

FRENCH STORE.

13, QUEEN'S ROAD CENTRAL.

Entrance next to ASTOR HOUSE.

ALL NEW

DATES RAISINS FIGS

CRYSTALLISED FRUITS

ALSO

MARASQUINO CHERRIES.

MACEDOINE, APRICOTS, PEARS.

ETC., ETC., IN SYROP.

JUST ARRIVED FROM FRANCE.

COME AND SEE

YOUR INSPECTION IS CORDIALLY INVITED.

Hongkong, 12th February, 1916.

103

FRESH ARRIVAL OF

AMERICAN APPLES

25 cts. per lb.

WISEMAN, LTD.

Hongkong, 22nd January, 1916.

18



NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the CAPTAIN SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.

1202

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMITAMADA Collieries.

AGENTS FOR SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARCNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI." Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS:—CHINKIANG—Messrs. GRADING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BORN & Co. LTD. GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., Ltd.

For Particulars, apply to K. KATO, Manager.

No. 2, Polder Street, Hongkong. Hongkong, 24th April, 1914. 71

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No 10 to .333. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. 189

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DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK.

MACGREGOR & Co.

WHITE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

125

HOTELS

THE

HONGKONG

HOTEL

AND

GRILL ROOM.

J. H. TAGGARE,

Manager.

KING EDWARD

HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL

Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Refreshment Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for shipping people.

MANAGER.

Telephone 107.

Telegraphic address: "COMFORT."

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephone in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Dinner and Steamer.

F. O. FEUSTEY,

Manager.

THE NEW MACAU

HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

For further particulars, apply to—

THE MANAGER,

Macau.

Tel. Add. "Phoenix," Macau.

1st February, 1916. 131

THE

VICTORIA HOTEL.

CANTON.

Situated on the British Concession, Shameen.

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention given to Tourists.

Reasonable Rates.

Under the personal Management of Mr and Mrs. GEO. H. BILLY.

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NEW ADVERTISEMENTS

RACE BOOKS.

THE only Authorised Edition of the RACE BOOK is that Published by Messrs. NORONHA & Co., WHICH IS COPYRIGHT UNDER THE ACT OF 1911.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 11th February, 1916. [272]

RACE BOOKS 1916.

Leather-covered \$2.00
Cloth-covered 1.75
Paper-covered 1.00
May be had from:
NORONHA & Co.
(Printers to the HONGKONG JOCKEY CLUB).
KELLY & WALSH, LTD.
BREWSTER & Co.
THE HONGKONG CIGAR STORE.
Hongkong, 11th February, 1916. [272]

CANTON MEDICAL MISSIONARY SOCIETY.

THE NEXT ANNUAL MEETING of the above Society will be held in the CANTON CLUB, THEATRE, SHANGHAI, on WEDNESDAY, February 23rd, at 3 P.M.
JOHN KIRK,
Hon. Secretary.
Canton, 11th February, 1916. [274]

WANTED.

EUROPEAN NURSE to Take Charge of two Small Children on voyage to England, in return for passage.
State experience, etc., to
C. P. R.
Care of "Daily Press" Office.
Hongkong, 12th February, 1916. [276]

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on FRIDAY, the 25th February, 1916, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 10th February, 1916. [275]

S.S. "ATLANTIQUE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 15th February, at Noon, will be subject to sale and landing charges.
All Claims must be sent in to me on or before the 18th February, or they will not be recognized.
All damaged packages will be examined on Tuesday, 15th February, at 10 A.M.
No Fire Insurance has been effected.
P. TEOW & Co.,
Agents.
Hongkong, 11th February, 1916.

LOST.

A GOLD SNAFFLE CURB BANGLE with Padlock.
Finder will be rewarded by returning it to—
Care of "Daily Press" Office.
Hongkong, 10th February, 1916. [253]

WANTED.

A FIRST-CLASS ARCHITECTURAL ASSISTANT for a Private Firm. Applications will be treated as confidential. State experience, qualification, etc., to—
Box No. 11,
Care of "Daily Press" Office.
Hongkong, 11th February, 1916. [265]

FOR SALE.

ONE 104 R.H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 8 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, etc., complete with instruments for 100 Amps.
For further particulars apply to—
LINDSEY & DAVIS,
Alexandra Buildings.
Hongkong, 16th September, 1915. [264]

FOR SALE.

MEDICAL PRACTICE for SALE in North China—\$1,000 a Year, \$300 in Contracts. No opposition. Lovely Climate.
Address—
Box 3,
Care of "Daily Press" Office.

INTIMATIONS

THE LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY, LIMITED.

HONGKONG BRANCH.

DURING the Temporary Absence of Mr. H. S. PLAYFAIR, the Company's affairs will be attended to by Mr. J. B. B. LANCASTER.
Hongkong, 11th January, 1916. [267]

NOTICE.

ALL Persons having Claims against Mr. A. GUSTAV ENGEL, of Messrs. W. & A. MEYERSON & Co., are requested to file same with the Liquidators before 15th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [251]

RE AUSTRIAN LLOYD STEAM NAVIGATION CO.

ALL Persons having Claims against the above Company are requested to forward same to the Liquidators as soon as possible.
HARRY WICKING & Co.,
Liquidators.
Hongkong, 7th February, 1916. [245]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received, an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th.

CONDITIONS:
(a) 3 two minute rounds and if undecided an extra round of one minute.
(b) In 3 weights: 115 lbs, 132 lbs, and 145 lbs.
(c) Competitors weigh in at V.R.C. on Friday, 25th February, 1916.
Entries stating weight to be addressed to: L. DEAKIN, Esq., care of V.R.C., before February 15th. No Entrance Fee.
No Competition if less than 18 entries.
The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [195]

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 23rd and 24th MARCH in the BOTANIC GARDENS.
Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February.
Copies of Rules and Schedules may be obtained from the Hon. Secretary.
A. NICOL,
Quarry Bay.
Hongkong, 11th February, 1916. [268]

WAICHIAO PU, PEKING.

EXAMINATIONS FOR DIPLOMATIC AND CONSULAR SERVICES.

NOTIFICATION BY THE MINISTRY OF FOREIGN AFFAIRS.

IN accordance with the Decree for the Examinations for Diplomatic and Consular Services and the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services promulgated by Mandate on Sept. 30th, 1915, and published in the Government Gazette of Oct. 1st, 1915, this Ministry will conduct the qualification tests next April.

Those who possess the qualifications as required by Article 3 of the Decree for the Examinations for Diplomatic and Consular Services and wish to enter as candidates for the examinations must, as provided by Articles 1 and 2 of the Regulations for the Qualification Tests, send in to this Ministry before February 29th, 1916, their applications and the statements of their records and also an essay together with its translation into one or more of the following languages: English, French, Russian, German, and Japanese. They must also submit their diplomas or certificates from Chinese or/and foreign schools or/and colleges to this Ministry for examination.

As regards applicants resident in the Province, they may send by post to this Ministry their applications, statements of their records, essays and translations and may defer the submission of their diplomas or/and certificates until they come to Peking for the Examinations. They will be notified through the Government Gazette if and when they have been passed by the Qualification Tests Committee as qualified candidates for the Examinations, so that they may come to Peking at the appointed time.

FORM OF APPLICATION.

I wish to enter as a candidate for the Examinations for Diplomatic and Consular Services and in accordance with Article 1 of the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services, I hereby send in my application, besides submitting herewith the statement of my record and my essay with its translation in the language or languages.

Signed (.....)
Sealed (.....)
1916.

Form of Record.

Name..... age..... date of birth.....

Parentage:

Names of great-grand-parents..... living or dead.

Names of grandparents..... living or dead.

Names of parents..... living or dead.

Native Places (Province and District)

Address:

Courses of study pursued and degree or degrees received.

Your school or/and college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).

Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).

Signed.....
Sealed.....
1916.

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PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCER CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the HONGKONG HOTEL, Hongkong, TO-DAY (SATURDAY), the 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st January, 1916. [227]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at 11 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.
DODWELL & Co., Ltd.,
General Managers.
Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Manilla, on TUESDAY, the 15th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.
By Order of the Board of Directors.
W. E. CLARKE,
Secretary.
Hongkong, 20th January, 1916. [207]

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on FRIDAY, 18th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 11th, to FRIDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE,
Acting Secretary to the
HONGKONG LAND INVESTMENT & AGENT CO., LIMITED,
General Agents for the
Kowloon Land & Building Co., Ltd.
Hongkong, 9th February, 1916. [233]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL MEETING of the SHAREHOLDERS in this Corporation will be held at the CURRY HALL, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Court of Directors.
N. J. STABB,
Chief Manager.
Hongkong, 31st January, 1916. [229]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2965, dated 6th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 18592/18596 inclusive, standing in the Register in the name of Dr. JOSEPH W. HILLERY, NOBLE, having been LOST, notice is hereby given that unless the said certificate be produced at the Office of the Company, 30, Des Voeux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 729/738 dated 15th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1916. [253]

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY

E

QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.
HONGKONG. [13]

MARRIAGE.

THOMAS GORDON.—At St. John's Cathedral, Hongkong, on 11th February, 1916, by the Rt. Rev. Lord Bishop of Victoria, DORA HOLMES, daughter of Mr. and Mrs. G. H. Gordon, of "Kamillan," Darling Point, Sydney, to ERIC RALPH, son of the late Mr. and Mrs. J. R. THOMAS, of New Gardens, Surrey. (Australian and Straits papers please copy.) [271]

HONGKONG OFFICE: No. 200, VICTORIA ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 12th FEBRUARY, 1916.

BRITISH TRADE IN CHINA.

The recently published report on the trade of China in 1914 by Mr. KER, the Commercial Attaché at Peking, will come as a wholesome corrective to many of the over-sanguine hopes that have found voice during the past few months. Never before has so much attention been given to British trade in China—scarcely a week has passed without someone laying down the law as to what must be done if we are to capture German trade in the Far East, until it would be pardonable if the impression got abroad that our only serious competitor is Germany and that the one thing necessary is to copy her methods, and then all will be well. In this connection Mr. KER remarks that, "As to the prospect of replacing German goods by British, it may be pertinent to point out that in many of the articles Japan is, besides Germany, many, ahead of the United Kingdom, so that, in regard to these articles, Japanese products are more likely than British products to replace German goods." It is well to be prepared for the inevitable; in spite of the unique opportunity that now presents itself, it is impossible for British trade to monopolize all the vacancies that the cutting-off of German commerce has created. A large portion must go to other competitors, and then in course of time the British merchant will again be told that it is all his own fault for not following the advice that has been so freely offered him on all hands. We do not belittle the value of this advice; it is doubtless of great

assistance to trade to have men constantly travelling in the interior; to encourage the acquisition of the Chinese language, and so on, but these things will not work miracles. Many of the gratuitous counsellors seem to forget that the British merchant is not out in China for pleasure but, in his own interests, to do all the business he can, so that it is not probable that he would be swayed by nothing stronger than mere caprice or tradition into neglecting the salutary wisdom that has been poured out for his benefit by so many lecturers. We cannot believe that any man of business would be so blind to his own interests as some of the would-be instructors in commercial methods for the Far East would seem to suppose. If British trade in China is not so flourishing as it might be, the reason is not to be sought in any question of method, but rather in that of policy and general principles. But before considering these, it is well to remember what Chinese trade actually amounts to. The per capita value of China's total foreign trade is about 7 shillings annually; less than two per cent of the exports of the United Kingdom go to China, while less than one per cent of her imports is derived from that source. This naturally suggests that there are large undeveloped fields yet in reserve; that there is great room for expansion in China's trade; and that if any one country has made greater progress than another it has not been at the expense of other countries, but due rather to the fact that it has been quicker to reach out into the trade that is yet waiting to be taken up. We think that in the end it will be found that it is here that the victory of the United Kingdom over Germany will be gained in the struggle for commercial supremacy in China. The figures quoted by Mr. KER show that in normal years the imports into China from the British Empire are ten times those from Germany. These figures include imports from Hongkong, whose ultimate provenance is doubtful, but, allowing for this, it is probable that British imports into China were fully seven times those from Germany in pre-war days. This is sufficient to show that Great Britain has to look for its real commercial benefit from the war not so much in supplanting it in the undeveloped sections. It has been by foreseeing, and even creating, a demand that Germany has got ahead of the United Kingdom in that which Mr. KER refers to as "the most promising field at present for British engineering enterprises"—electrical requirements. But any advance into unexplored regions may be hazardous unless it is supplemented with the fullest possible information, and it is here that we think British commerce in the Far East is going to reap the benefit of recent developments, particularly of the founding of the British Chamber of Commerce at Shanghai. It is only a large organization that is able to collate information from all available sources, and, given this organization, we look forward to seeing British firms hearing of openings as soon as those of any other nationality, and not learning of opportunities only after they have been seized by German or other firms.

The Bishop of Victoria will conduct the monthly service at the English Church, Macao, on Sunday, at 11 a.m.
The Bishop of Victoria will conduct a meeting for Intercession at St. Paul's College next Tuesday, at 6 o'clock.
At the Bankruptcy Court yesterday a Receiving Order was made against a Chinese firm carrying on business at 103, Wing Lok Street. Mr. Hing, on behalf of a petitioning creditor, made the application.
A men's conference will be held by the Rev. C. L. Cooper Hunt, C.F., in the Seamen's Institute, Wanchai, every Sunday afternoon from to-morrow onwards, until further notice, at 3 o'clock. All Service men are invited.
Mr. F. C. Hall, of Messrs. Jardine, Matheson & Co., left yesterday for Home. Mr. Hall purposes offering himself for active service. He has been for several years a prominent member of the Hongkong Football Club and Committee, and he was a very good Rugby footballer.
The Ven. Archdeacon Bachelor, who has been working amongst the Ailu people in North Japan for the last forty years, is now staying in the Colony. He will be the preacher at St. Andrew's, Kowloon, to-morrow (Sunday) morning, and on Monday evening he is to address in Japanese a company of Japanese who are resident in the Colony.

Dr. Grace Ozorio, a well-known Portuguese resident, has been nominated as a candidate for the vacancy on the Sanitary Board.

Mr. R. Packham prosecuted two Chinese at the Magistracy yesterday for stealing 80 lbs. of saltpetre, the property of the Hongkong and Kowloon Wharf and Godown Co. Defendants, who denied that they had stolen the stuff, were each sentenced to one month's hard labour.

Sir Francis Piggott, late Chief Justice of Hongkong, has written a lucid and weighty essay ("The Neutral Merchant in Relation to the Law of Contraband of War and Blockade") which not only justifies, the much-discussed Order-in-Council of last March, but illumines with the light of common-sense the controversy started among neutral nations by that naive Prussian "crystal"—"the freedom of the sea." "If" says Sir Francis in a sentence which really sets out the whole matter, "founded in a nutshell"—"if a fleet is a legitimate weapon of offence and defence for nations whose borders are on the sea, then the fortune of one aspect of war between them must rest with the superior fleet, and when war does come the imagined equality of the sea, whether for belligerents or for neutrals who cross the track of it." The rest of the essay, which is written in clear, simple, unadorned English, amply establishes that unchallengeable statement of bedrock principle.

CORRESPONDENCE.

A VISITOR'S IMPRESSION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR.—Being a visitor to this Colony, whilst taking a walk in the vicinity of the City Hall, I noticed yesterday a big crowd in the large compound adjoining the Cathedral, and I was led to the place through curiosity. Just a little while I heard the sounds of a band and saw troops coming down to the direction of the said ground when I realized that some official inspection was going to be held. When I was told, upon inquiry, that the men were all civilians and not regulars, I was really surprised at the efficiency of the corps. Great credit is due to the gentleman who has organized such a fine body of over 500 strong. This is one of the fine impressions I shall take with me when I leave Hongkong. The band, I was told, was solely composed of Portuguese gentlemen, and I must say it was a very creditable one.

Hongkong may be proud of getting up such an efficient body of men in such a short period to take the place of the absentees at the Front. Surely, no Germans will attempt to approach Hongkong; by gingo if they do!—Yours, etc.,
A VISITOR.

THE YAUMATI FERRY COLLISION.

WRONGFUL ACTION OF THE "WUI ON."

The Harbourmaster and Marine Magistrate (Commander Beckwith, R.N.) yesterday pronounced his finding in the enquiry into the recent collision between the Lee Sang and the Wui On, two Yaumati ferry launches.

His worship said:—I find that the steam launch Wui On, on a voyage from Yaumati to Hongkong, was sighted by the steam launch Lee Sang at or about 6.30 p.m. in the vicinity of H.M.S. Wivern off Naval Kowloon anchorage. At the time of sighting, the Wui On was showing two side lights and a masthead light, and was thus right ahead of the Lee Sang and steaming full speed. The Lee Sang at once altered course to starboard and gave a short blast. But shortly after, seeing that the Wui On had starboarded and that a collision was inevitable, went full speed astern and blew three blasts, but had not sufficient time to get the way off his launch, the Lee Sang, which hit the Wui On on the starboard side forward and damaged her to such an extent that she sank in some 15 minutes.

"It was clearly the duty of the coxswain of the Wui On, when he saw the Lee Sang ahead, to have altered course to starboard so as to pass on the port side of the Lee Sang; and that instead of doing this, the coxswain of the Wui On altered course to port, thus leading across the bow of the Lee Sang, which had already obeyed the rule of the road and altered her course to starboard; and that the collision was entirely due to the wrongful action of the coxswain in charge of the Wui On. I therefore order his certificate to be suspended for 12 months, at the end of which a further examination must be passed before the certificate is returned."

THE WAR.

GERMANY APPREHENSIVE.

MORE PEACE PROPOSALS.

ENEMY'S FEAR OF RUMANIA.

ITALY'S PARTICIPATION.

IMPORTANT MISSION OF FRENCH PREMIER.

ARMED MERCHANTMEN TO BE TREATED AS WARSHIPS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIERCE LOCAL FIGHTING. STRONG ENEMY ATTACK DEFEATED.

PARIS, February 10th.

To-day's communiqué says that there has been fierce local fighting in Artois. We re-occupied more ground at La Folie. The Germans at nightfall made a strong attack on the Neuville-La Folie Road, which was repulsed.

We took some prisoners in the region of the Somme, and also two quick-firers.

MUCH ALLIED AND ENEMY ACTIVITY.

ATTEMPTED GERMAN ATTACKS DEFEATED.

PARIS, February 11th.

The evening communiqué says:—We continued to progress in Artois by bombing communication trenches west of La Folie. Two German attacks west of Hill 140 were completely repulsed. The Germans exploded a mine north of the Neuville-Thelus road. We occupied the crater.

A party of the enemy attempted an attack south of the Somme. They were immediately driven back to their trenches by a curtain of fire.

Our artillery destroyed a blockhouse in the Beauvraignes district, bombarded enemy cantonments, and carried out a destructive fire on the works at Meunil, in Champagne, and the Forest of Montmarie, in the Woëvre.

The Germans, as on two previous days, threw heavy shells from long range into the Belfort fortress, but only two had been fired when our artillery concentrated their fire on the enemy battery, which was located on Wednesday, simultaneously bombarding military establishments south-west of Mulhausen.

BRITISH AIR RAID.

ARTILLERY AGAIN ACTIVE.

LONDON, February 11th.

General Sir Douglas Haig reports that 16 aeroplanes successfully raided enemy huts at Terhand.

Hostile artillery has been active at Fonquevillers and elsewhere. The enemy exploded a mine north-east of Givenchy, but caused no damage. There was mutual shelling south of Bois Grenier.

We engaged enemy batteries at St. Julien.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS CAPTURE HILLS NEAR ROVNO.

PETROGRAD, February 11th.

A communiqué says that there have been active artillery and rifle duels on the Riga front. The Russian guns were most effective, wrecking enemy works.

The Russians, between Rovno and Lutsk, captured two hills at the point of the bayonet and repulsed counter-attacks.

ENEMY IN PERSIA OVERTHROWN.

PETROGRAD, February 11th.

A communiqué states that large enemy forces were defeated south of Hamadan, in Persia.

[THROUGH REUTER'S AGENCY.]

ENEMY AND ARMED MERCHANTMEN. TO BE TREATED AS WARSHIPS.

LONDON, February 11th.

Germany and Austria have notified neutrals of their intention to treat armed merchantmen as warships after the 1st March.

AMSTERDAM, February 11th.

Germany, in a Memorandum handed to neutral representatives in Berlin, declares that though she considers the arming of merchantmen contrary to International Law, she treats the crews as belligerents, not as pirates. She asserts that there have been numerous cases of British merchantmen, by order of the Admiralty, attacking German warships, repeatedly using false colours. Therefore, Germany warns neutrals against voyaging in armed Allied merchantmen.

AMERICA WANTS ANOTHER APOLOGY.

AUSTRIAN SUBMARINE'S ACT.

NEW YORK, February 10th.

America has sent a Note to Austria demanding an apology for the submarine attack on the American steamer *Petrolite*, the punishment of the Commander, and an indemnity for the injury. The Note adds that the submarine fired without warning, and continued firing although the steamer had stopped, wounding one man. Thereafter, the submarine's crew forcibly helped themselves to provisions.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

FRENCH BOMB SMYRNA.

ATHENS, February 11th.

A French air squadron bombed Smyrna on Tuesday.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GERMANY OFFERS PEACE TERMS TO BELGIUM. ECONOMIC AND COMMERCIAL PRIVILEGES.

ROME, February 11th.

It is stated that Germany has offered Belgium peace terms on the following basis:—
Restoration of the country.
The return of King Albert.

The payment of a large indemnity in exchange for economic and commercial privileges which will practically transform some of the Belgian ports, especially Antwerp, into German traffic centres.
PROPOSALS REJECTED.

ROME, February 10th.

The *Giornale d'Italia* states that King Albert has rejected the German peace proposals.

GERMANY'S FEAR OF THE FUTURE.

LONDON, February 10th.

It is stated in New York that Colonel House, who is returning to America via Paris and London, learned in Berlin that Germany was willing to discuss peace on the basis of the *status quo ante bellum*, but the Allies positively refuse.

FRENCH PREMIER'S VISIT TO ITALY.

IMPRESSIVE DEMONSTRATIONS.

ROME, February 10th.

There were impressive demonstrations on the occasion of the visit of M. Briand. The French Premier was welcomed by M. Salandra and other Ministers. Immense crowds gathered, despite the rain. The visitor was accorded military honours.

M. Briand's mission to Italy is most important, and is expected to result in the Italians sending troops to Salonika, the establishment of a common diplomatic Council of the Allies, with a seat in Paris, and the participation of Italy in the manufacture of munitions.

WORKERS AND COMPULSION.

AN ABANDONED MEETING.

LONDON, February 11th.

The alliance of miners, railwaymen and transport workers abandoned the meeting to consider their action against the Compulsion Bill.

ENORMOUS PRUSSIAN LOSSES.

AMSTERDAM, February 11th.

The Prussian losses to date are 2,377,372.

[THROUGH REUTER'S AGENCY.]

AIR RAIDER'S TARGETS. GIRLS' SCHOOL AND TRAMCAR FULL OF NON-COMBATANTS.

LONDON, February 10th.

The first aviator who raided the Kentish coast on Wednesday selected a tram-car full of women and children as a target, but the bomb did no damage and did not create a panic. The raider was plainly seen circling round. Three bombs were dropped in an adjoining field.

The second raider selected a large girls' school. A bomb exploded in an upper storey, and created some material damage. Portions of the ceiling fell on a class of small children. One little girl had her foot cut, and a maid was slightly injured. Three bombs fell in the school grounds, doing no damage.

Two other bombs caused slight material damage. One woman was wounded. Naval and military aeroplanes ascended within a few minutes of sighting the raiders, but they were unable to overtake the seaplanes owing to the precipitate nature of their flight.

ANTI-ZEPPELIN MEASURES.

MIDLAND COUNTIES AND TIMELY WARNINGS.

LONDON, February 11th.

All the public authorities of Warwickshire, Worcestershire, and Staffordshire were represented at the conference held at Birmingham which was convened by the Lord Mayor of Birmingham for the purpose of discussing anti-Zeppelin measures. The Conference passed a resolution welcoming the new Home Office order for securing uniformity of the lighting restrictions, but demanding the military authorities to organise a system for giving early warning of the arrival and movements of aircraft.

AIR TORPEDOES.

COPENHAGEN, February 11th.

The Zeppelin raiders on the Midlands carried air torpedoes with a range of four miles.

ANOTHER ZEPPELIN GONE. ONE OF THE PARIS RAIDERS.

LONDON, February 11th.

The *Echo Belge* reports that a Zeppelin which participated in the raid on Paris collided with trees and houses at Ligne on the 29th ult. and was destroyed, the crew being killed.

ANTI-GERMAN AGITATION IN TORONTO.

TORONTO, February 10th.

The anti-German agitation is rapidly spreading.

EDITOR OF "VORWAERTS" IN TROUBLE.

AMSTERDAM, February 10th.

Dr. Meyer, Editor of the *Vorwaerts*, is being tried on a charge of inciting class hatred.

CONTROL OF SHIPPING. TAXATION FOR RESTRICTION?

LONDON, February 11th.

Mr. Runciman privately discussed shipping control and the restriction of imports with the Unionist Business Committee for two hours yesterday. It is stated that the Unionists urged that instead of the restriction there should be a taxation of imports, giving preference to the Dominions.

It is understood that Mr. Runciman was unable to give an undertaking.

NEW CANADA BIPLANE TO KILL FOKKER TERROR.

LONDON, February 11th.

The Secretary of the Aero Club of America states that the new Canada biplane has a speed of 120 miles an hour. They are being largely built by the British to kill the Fokker terror.

THE "TEXAS" AT QUEENSTOWN.

LONDON, February 10th.

The Swedish steamer *Texas*, which was reported to be making for Queenstown on fire, has arrived at the port on fire in the No. 3 hold.

[THROUGH REUTER'S AGENCY.]

AMERICAN WAR MINISTERS RESIGN.

WASHINGTON, February 11th.

Mr. Garrison, the Secretary for War, has resigned. It is understood that the Minister has resigned because a large majority of Congress opposed his plan for a Continental Army.

The Under-Secretary for War, Mr. Breckenridge, has also resigned.

FOR SERVICE OVERSEAS.

LONDON, February 10th.

The War Office has sanctioned the raising of two Overseas battalions from the London Regiment.

THE SILVER MARKET.

LONDON, February 10th.

The silver report states that the market is inactive, and supplies are very restricted.

I.C.S. APPOINTMENTS.

AN EXPLANATORY NOTE.

LONDON, February 11th.

Mr. Anstey Chamberlain has issued an explanatory notice regarding appointments to the Indian Civil Service under the new Act. This states that the concession whereby candidates with war service will be permitted to make a deduction in age extends to non-combatant service, provided it is non-commercial. Applications for entry to the examination in 1916 must be made before June 6th. Mr. Chamberlain emphasises that those eligible for appointment by nomination will only be those whose education and character would normally have qualified them for appointment had they been successful in open competition. Regarding age, Mr. Chamberlain says that he has provisionally decided that no candidate will be eligible who was over twenty-four years of age on August 1st, 1915, but this limit will be open to reduction in the light of future circumstances.

A WEDDING IN EGYPT.

CAIRO, February 11th.

Miss Irene McMahon, daughter of Col. Sir Arthur McMahon, has been married to Captain Evans Gordon. The Sultan gave a banquet in honour of the newly married couple.

THE VACANT RANKS.

(In a letter recently written to a friend in Ottawa, Sergeant Leonard Allen, of the 1st Field Company, Engineers, C.E.F., sent a recruiting poem written by a corporal in his section. The poem, he states, was written in a couple of hours by the corporal, following an engagement.)

On the road to Tipperary
There's a place that's vacant still,
There's a rifle lying silent,
There's a uniform to fill,
True, at home they'll hate to lose you,
But the march will soon begin,
On the road to Tipperary,
With the Army to Berlin.

In the Morris chairs of Clubland,
Are you there content to stay,
While others guard your honour,
While the Germans boast "the day?"
For your King and Country need you,
And we want to count you in,
On the road to Tipperary,
With the Army to Berlin.

Have you seen the lonely crosses—
Boys who'll never more come home,
Will you idle while they're calling,
Will you leave them there alone?
For they're calling, calling, calling,
And they want to hear you sing,
On the road to Tipperary,
With the Army to Berlin.

When from Mons they fought each foot-
step,
When their lips with pain were dumb,
Was the hope which held their trenches,
Never doubting you would come,
Through the frozen hell of Winter,
Midst the shrapnel's racking din,
They have waited, never fearing,
You would join them in Berlin.

On the road to Tipperary,
There's a crimson debt to pay,
There's a land of awful darkness,
Patient faces, tired and gray,
Sobbing women, ruined girlhood,
Strew the train of Cultured Sin,
Can't you hear the call for vengeance?
Won't you join us in Berlin?

On the road to Tipperary,
Sleep the boys whose day is done,
Don't you hear the voices calling,
To complete their work begun?
There are ghostsly fingers beck'ning,
There are victories yet to win,
On the road to Tipperary,
With the Army to Berlin.

On the road to Tipperary,
When the boys come home at last,
Won't you wish that you had listened,
To "Ere Old England's call had passed?"
But the gate of manhood's open,
You your part can still begin,
On the road to Tipperary,
With the Army to Berlin.

IMPORTING ARMS.

CHINESE FROM BOSTON HEAVILY FINED.

At the Magistracy yesterday a Chinese merchant who hailed from Boston was charged with importing into the Colony one revolver and 300 rounds of ammunition.

Mr. W. E. Hind, who defended, said his client had resided in Boston, where he had carried on the business of a merchant for the past 32 years, and was on his way to China. Before leaving America, for his own protection, he purchased a revolver and some rounds of ammunition. What prompted him to purchase the articles was that two of his nephews had been attacked and held to ransom in Kwangtung by pirates last year, and the defendant, not wishing to meet with a similar fate, merely took what he considered to be necessary precautions. This was not one of these cases where a man was importing a revolver into the colony for sale, and he would ask that a nominal penalty be imposed. In many of these cases men from abroad did not know it was against the law to bring arms into the Colony, and he thought it might be made more widely known.

P. C. Clarke stated that the box containing the revolver and ammunition had been placed in an iron stove, and covered over with straw.

A fine of \$300 was imposed.

"PILING ON THE AGONY."

CONFLICTING STORIES BY CROWN WITNESSES.

Before Mr. F. A. Hazeland at the Magistracy yesterday a Chinese was charged with being in possession of 7½ lbs. of morphine, valued at \$804, when going on board the *Honam* at the Hongkong, Canton and Macao Steamboat Company's Wharf.

Revenue Officer Wilden stated that about midnight a Chinese Revenue Officer saw the defendant on the wharf and asked him what he had in the bundle he was carrying. The defendant unrolled it, and was told to repack it, which he did, but immediately bolted on to the *Honam*, where he was chased round and round the ship by two Filipino watchmen who, it appeared, caught him simultaneously, but there seemed to be a bit of jealousy between them as to who really was the captor.

A Chinese Revenue Officer stated that when the man ran on the ship he threw the bundle away from him and tried to jump over the rail.

His worship—The witness is piling on the agony a bit.

Revenue Officer Wilden—Oh no, sir, I don't think so. You can jump from the ship on to the wharf.

Witness went on to say that he chased defendant a little way and then blew his whistle.

A Filipino watchman said he was on duty on the gangway when he saw the defendant coming up with a bundle under his arm. He ran on to the ship and sat down in a Chinese lady's cabin as though he were a passenger. Witness, who knew defendant was an opium smoker, thought there was something wrong with the bundle, caught hold of him and pointed a revolver at him.

His worship—I don't understand this. One witness says he caught him while he was running, and yet the other said he caught him sitting down.

Another watchman said the defendant was sitting in the third class, and had thrown the parcel away.

His worship—This is getting worse and worse.

Defendant denied that he was carrying the package.

His worship said that owing to the extraordinarily conflicting evidence the defendant would be discharged.

Defendant was leaving the Court when he was seized by a couple of Chinese Revenue Officers. The Magistrate observed this, and sharply instructed the interpreter to inform the Revenue Officers that once he had ordered a defendant's discharge he was to be let alone, and allowed to go his own way.

A BISHOP'S STORY.

An interesting description, very fully illustrated by lantern slides, of a journey from Shanghai through the centre of China to Peking, and thence to Manchuria and Korea, was given by Mr. P. M. Roxby to the children who attended the Royal Geographical Society's lecture at the Kensington Town Hall recently. Among the stories Mr. Roxby told was one recounted by the Bishop of North China, who, when at home, was speaking to a lady of the chapel at the British Legation in Peking. "Does the Emperor of China come to your services?" she asked. "No," replied the bishop, "he has not been yet." "But," murmured the lady in a hushed voice, "is the Emperor a Nonconformist?"

A HOUSEHOLD NECESSITY.

IN the best regulated families the little ills of life will creep in. Some member of the family circle may occasionally suffer from Biliousness and Indigestion, and one or the other will from time to time exhibit the well-known symptoms of Constipation. From these little troubles more serious complaints arise, and should therefore not be neglected. The slight headache, bad breath, and a discoloured tongue are the index to a disordered stomach; and the necessity of keeping a safe, sure, and reliable remedy in the house is apparent. By following such a course the more expensive method of calling in a doctor will be found quite unnecessary. That Dr. Morse's Indian Root Pills are the very best Family Medicine is vouched for by thousands of grateful men and women who speak from personal experience.



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GERMANY HAS SHOT HER BOLT.

WAR TO END THIS YEAR.

(BY JOHN REED.)

Mr Reed recently returned to New York after a sojourn with the Russian armies on the eastern war front, and a tour through the Balkan States. Earlier in 1915 he had been with the German armies in the West, and was convinced of their invincibility.

Observations made during a year of travel in Europe, where I visited England, France, Germany, Belgium, Serbia, Bulgaria, Turkey, Greece, Russia and Italy—all the belligerents except Austria—have convinced me that Germany is already beaten, and that the war will be ended by next autumn with the withdrawal of the German armies from the conquered lands.

I don't see how there was ever a possibility of Germany's winning the war, unless she managed somehow to smash one of the three great allies—France, Russia or England. And one of these three out of it, she could easily have triumphed. Italy I don't consider one of the vital factors in the struggle; she would have been vital only if she had thrown her lot with the central Powers, and hung like a snapping dog on the flanks of France. Had she remained neutral, the ultimate result must have been the same—victory for the Triple Entente.

To my mind it is a question of ships, men and money. Almost all the bulletin-board strategists at the outbreak of the war calculated on that basis. But the great German drive on Paris, and the first few desperate weeks of the fighting on the Aisne—when on the map which hung against the wall of my room in Paris I followed the official communiqués and watched the apparently inevitable Teutonic advance—and then the monstrous crumbling of the Russian front, and finally the annihilation of Serbia, made us feel that perhaps superior organization, speed and mobility of forces were the determining factors.

By a miracle of organization the French and British got themselves together in the west so that German superiority in that regard was cancelled. On the eastern front the Russians were pressed as far as Russia can be pressed, and the line reached beyond which an invading army becomes top-heavy, and every mile of conquest costs an offensive fighting-power; on account of the difficulties of provisioning in a vast and terrible plain where everything has been destroyed by the retreating host, the necessity of constructing mighty lines of communication where railroads are few and roads impossible, and the attitude of the civilian population, who become wild beasts the moment the foreigner puts foot on the soil of Holy Russia.

Finally, down in the Balkans, the armies of the central Powers, Bulgaria and Turkey, have an overwhelming preponderance of force. As long as they have that they will win; but once their numbers are offset by the numbers of the enemy, they will lose. However, I shall speak of the Near Easters in another paragraph. What I want to indicate here is that the bulletin-board strategists were right. It is a question of ships, men and money—and the greatest of these is men.

The allies have the financial advantage, but that makes little difference in the actual fighting. A bankrupt country can get right on the South did it in the Civil War; right on Napoleon also. And while it is generally known that the allies can get all the food, clothing and ammunition they need through the holding of the seas—there is a huge misconception in the public mind about Germany's resources in these matters.

Just because copper telephone wires and copper kettles and copper pennies were requisitioned, it doesn't mean that Germany's supplies of that metal have run out. I was shorted pinched; no doubt, but when I was in Berlin I witnessed the arrival of some millions of bars from America, which had been shipped to Savona, Italy, and transported north in carloads of "dried vegetables." That copper, paraded in a military band, and the Americans in charge made a night of it in the Adlon bar. Since then Germany has seized the great Serbian copper mine—one of the largest in the world—and for some months has been working inexhaustible deposits in Asia Minor.

As for food, the newspaper tales of bread riots, bread riots, starving women and children, soldiers on the front surrendering to get a square meal, etc., have given an entirely wrong idea of conditions in Germany. All the conquered lands were under the plough and the sowers; the railways, canals, and the growing vegetables, ponds and swamps have been drained and filled up to make gardens, and the Bulgarian grain crop and the Roumanian grain crop were caught by Germany.

Germany can feed herself for seven years with a normal increase of population. It is not so easy now as it will be in two years, when the fields are bearing and the reclaimed land all worked. Germany must economize for the time between harvests, that is all.

So it is not an immediate question of food, money, munitions or even ships. The war will be definitely won on land, and won with the preponderance of fighting men. The question is: Will the Allies all conditions on both sides being equal, be able to dominate in sheer numbers of men? I think they will. And I don't believe that there is a doubt of it in the mind of any one who knows the relative populations of the belligerents, and the percentage of useful men in any such population.

But can they shoot equally well? In my opinion all the soldiers now are about equal in efficiency. Infantry and artillery training doesn't vary among the different armies as much as we think. No country in the modern world has any war secrets that all the other countries aren't familiar with.

Of course the German troops are trained to obey orders implicitly, and in a tight place they will act like a machine—without thought or will; and the French and English are allowed a liberty of thought and action which sometimes results in costly blunders, and sometimes in impossible victories; and Russians are dogged, terrible fighters under good leadership, and stupid under bad officers, but taken as a whole in training and in military equipment both sides are equal.

But you will insist that since this is a question of mere numbers of men, the Germans will take the defensive as soon as they are pressed, and that the cost of attacking Germany will more than offset the numerical superiority of the Allies. That would indeed be partially true if the character of defensive warfare had not materially changed.

Many officers in active service in every one of the countries I visited told me of this change. In the first six months of the war the proportion of casualties in the attacking force was about 70 per cent. to 30 in the defending ranks. This was now modified, they said, on account of trench mortars and other new factors; so that 55 per cent. on the attacking side were lost to 45 per cent. on the defensive. Then, too, such is now the condition of things that at the present time any side can take a trench by superior concentration of artillery and infantry at a given point, and the enemy's counter-attack can regain the trench by the same means—both sides now counter-attacking invariably so that one side loses approximately what the other side loses. Of course, if these things are true, the numbers of fighting men available are the important thing, and we shall not see the Rhine impregnablely entrenched beyond the Rhine when the day comes that they withdraw from the conquered lands.

I think it will be generally admitted that that first great German army which poured down over Belgium and France like a gray avalanche is gone. The best the Germans can muster in fighting men is some eight millions and that includes many incapables. The official German lists of dead, disabled and prisoners total almost four millions.

Grant that the allies have lost as many men as the Central Empires; still Russia and England have untouched resources in cannon food.

A German military attaché in a neutral capital informed me that the Central Powers' losses in the drive against Russia were 20 per cent. permanent losses of 2,500,000 men. And I know of cases, where men past military age, who were exempt on account of physical infirmities, and even scientists needed in the work of making army supplies, have been called to the colours and are already dead in the front trenches. Germany is certainly getting short of men.

The progress of the war so far shapes itself, to me, in three desperate attempts by the Germans to smash their opponents at power. At the beginning they drove at France, and the Battle of the Marne marked their failure. After a minor blow at England in the vain attempt to gain Calais they tried to smash Russia; but the very essential of any attempt to cripple the Northern Empire, the destruction of the main Russian army, also failed on account of Gen. Alexieff's masterly retreat from Warsaw.

Then followed the drive on Serbia and the entry into Constantinople; and that is nothing more nor less than a blow at the British Empire. For Constantinople is of in itself; it can only be the stepping stone to a much vaster project—an expedition against Egypt and the Suez Canal, or against India by way of Bagdad or both. But in the final showdown, where could Germany find the men to hold open the line from Hungary to Constantinople, keep a strong hold over European Turkey, and advance to Bagdad or to Egypt—besides the thousands of workmen needed to build railroads, across trackless countries, arrange for provisions and water, organize new army units; flatter and fight the Arabs, and run the Turkish Empire as she is now doing?

Where could Germany get these millions of men? She cannot withdraw troops from the western front, where every month she sees the French and English grow in strength, organization and power. She cannot take them from her eastern front, where the rallying Russians are already making her reel. Even the Italian front is keeping busy a steadily greater army all the time. So, in order to beat England, France, and Russia, Germany must conquer the world, which it cannot do.

When I was in Constantinople the Turkish newspapers published about a column of "peace news" every day. Every rumour of peace, every whisper of conciliation, was given the widest and most serious presentation—Bryant's reported peace trip, Ford's plan, with a Cardinal and the Pope, an interview with a Cardinal and proclamations by the various German societies outlining their idea of the conditions under which peace should be concluded by Germany.

Now, all the news of Europe came through the German Embassy and was controlled by it. And it was evident that the subject of peace was an absorbingly interesting one to the Central Powers.

Moreover, we know that Austria has attempted to arrange a separate peace with Serbia, that at the height of German success against Russia Germany twice offered Russia a separate peace. And offered Russia in the middle of Germany's widest and most spectacular swing, when it seems to the layman as if the last thing Germany should desire was a settlement, Chancellor von Bethmann-Hollweg announces that the German Empire will consider proposals from the allies looking toward peace.

For the Germans know that a peace concluded now or in the next four months will be the best peace Germany can ever make. The burst of glory now taking place is Germany's last great bluff. Soon peace is Germany's last great bluff. She will not have the men to make great things, she will not have the men to make great things, she will not have the men to make great things. And when the moment comes that she must withdraw slowly from the conquered lands and make her shrinking battle line smaller, then I think the German common sense will face candidly the knowledge that a last-trump defence is useless; and that it is the end—not the beginning of the end.—The World.

GERMAN TREATMENT OF PRISONERS.

GERMANY'S DEFENCE.

A German defence against the complaints of ill-treatment of British prisoners of war in Germany is contained in a White Paper [Cd. 8108], which consists of further correspondence (May 24th to November 3rd) between Sir Edward Grey and the United States Ambassador in regard to the prisoners. The defence is in the form of a statement by the military authorities, dated June 30th, in reply to the allegations of Major Vandeleur, who escaped from Crete about a year ago.

The specific allegations of Major Vandeleur are met with evasions or flat denials, in one case accompanied with the excuse that the "bitterness against the English" was justifiable, "as wounded German soldiers returning from the front brought back large numbers of English bullets with a 'dum-dum' action, and brutal weapons (two-edged dirks, Dap-peldolche)." Major Vandeleur's declaration that German officers sput at him and forcibly took away his overcoat is denied as "simply beyond the bound of possibility, having regard to the mentality, upbringing, and social status of the whole class of German officers."

The British officer's complaint that he had been made to travel in a cattle-truck is answered by the statement that an officer, presumed to be Major Vandeleur, declared that he "would speak with no German officer—at most he would snit at one. . . . he would respect no German officers except those of the Horse Guards. This ill-bred behaviour was rightly requited by making the offender travel in a cattle-truck."

That British prisoners were more harshly treated than the French is indirectly admitted, and excused by the plea that in the eyes of the German troops the "English mercenaries" had "adopted a cunning method of warfare," and "bored themselves" with an insolent and provocative men. The employment of British prisoners on disagreeable work is explained thus:

Mr French and Russian soldiers have learned a handicraft, belonging as they do—to the result of universal military service—to some or other civilian trade, and can, therefore, be employed accordingly. . . . The soldiers of England's standing paid Army, on the contrary, have usually learnt nothing, and are fit for no particular employ outside the care of horses, and farm work; they are, besides, frequently lazy, arrogant, and obstinate.

The statement also refers to a report by an American writer upon the conditions at Doberitz, and to refute this that impartial neutral observer Sven Hedin, whose verdict was one of approbation in every respect, is ingeniously quoted.

For the rest the correspondence deals with complaints from numerous camps and includes a protest by Sir Edward Grey against the punishment inflicted on a prisoner of war who was tied to a stake.

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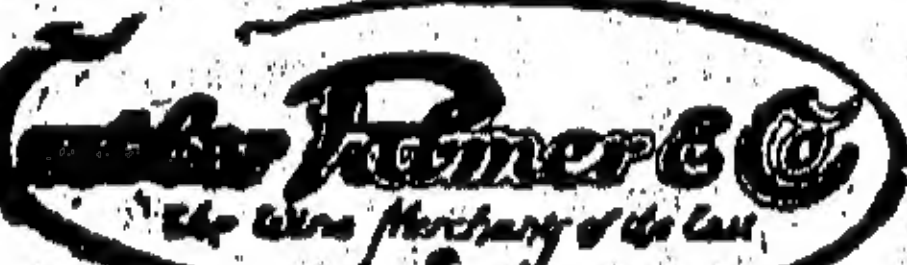
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Jeem, Wing Lok St.	Shanghai
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			MARSEILLES and LONDON	ues	at
1916	1916	1916	1916	1916	1916
Feb. 12	NANKIN ...	Feb. 20	Feb. 24	MEDINA ...	Mar. 26
Feb. 27	NANKIN ...	Mar. 6	Mar. 10	MONGOLIA ...	Apr. 9
Mar. 13	NOVADA ...	Mar. 10	Mar. 24	MALWA ...	Apr. 23
Mar. 28	HALTA ...	Apr. 3	Apr. 7	KHIVA ...	May 7
Apr. 9	NAGOYA ...	Apr. 17	Apr. 21	MOOLTAN ...	May 21
Apr. 23	NAMU ...	May 1	May 5	MALOJA ...	June 4

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.

Arrangement in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

1st Saloon "A" Accommodation Single £74. Return £111.
" " " " " £78. " £102.
2nd Saloon "A" " " £48. " £78.
" " " " " £48. " £78.

1st Saloon "A" Accommodation Single £70. Return £101.
" " " " " £64. " £91.
2nd Saloon "A" " " £40. " £75.
" " " " " £40. " £75.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL BE CARRIED.

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES.

PROPOSED SAILINGS.

STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due
	YAMA.	SHANGHAI	HONG.	ST. PIER.	MARSEILLES	LONDON
	about	about	about	about	about	about
	1916	1916	1916	1916	1916	1916
NELLORE ...	Jan. 22	Jan. 31	Feb. 5	Feb. 11	Mar. 12	Mar. 19
MONGARA ...	Jan. 29	Feb. 11	Feb. 15	Feb. 21	Mar. 28	Mar. 30
NORE ...	Mar. 13	Mar. 23	Mar. 29	Apr. 4	May 4	May 12

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £87 Return, 2nd Saloon £42 Single; £63 Return.

FARES TO MARSEILLES:

1st Saloon £84 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR, Acting SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

ORIGINATIONS	STEAMERS	TONS AND DISPLACEMENT	FOR	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	\$ HITACHI MARU Capt. Teranaga	13,500	THURSDAY, Feb., at Noon	9th
	\$ IYO MARU Capt. Okamoto	16,000	THURSDAY, Mar., at Noon	9th
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA ...	\$ KAMAKURA MARU Capt. Higo	13,500	TUESDAY, Feb., at Noon	22nd
	\$ TAMBA MARU Capt. Nagasawa	13,500	TUESDAY, Mar., at Noon	7th
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ AKI MARU Capt. Yoshikawa	13,500	TUESDAY, Feb., at 11 A.M.	15th
	\$ TANGO MARU Capt. Toyoda	13,500	TUESDAY, Mar., at 4 P.M.	14th
CALCUTTA VIA SINGAPORE, PENANG and RANGOON ...	\$ JINSEI MARU Capt. Ohta	8,000	TUESDAY, Feb.	15th
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	\$ KIRIN MARU Capt. Sasaki	8,000	SUNDAY, Feb.	20th
SHANGHAI, MOJI and KORE	\$ PENANG MARU Capt. Kushibiki	8,000	THURSDAY, Feb.	9th
SHANGHAI, KORE and YOKOHAMA ...	\$ KAGA MARU Capt. B. Tsuda	12,000	TUESDAY, Feb.	15th
NAGASAKI, KORE and YOKOHAMA ...	\$ NIKKO MARU Capt. Takeda	9,600	THURSDAY, Mar., at 10 A.M.	9th
SHANGHAI, KORE and YOKOHAMA ...	\$ MIYAZAKI MARU Capt. Teranaka	16,000	THURSDAY, Feb.	24th

5 Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London: 1st Single Yen 600.	To Marseilles: 1st Single Yen 350.
" " 2nd " 400.	" " 2nd " 250.
" " 3rd " 300.	" " 3rd " 200.
To London, Southampton, Liverpool via New York \$20.15.0	To Montreal \$20.0.0
To Victoria, Vancouver, Seattle, 1st Single \$20.	1st Return \$40.
To Sydney, 1st Single \$40.	To Melbourne, 1st Single \$41.
To Yokohama, 1st Return \$72.	To Kobe, 1st Return \$73.15
" 2nd " 300.	" 2nd " 250.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KITAHARA, MANAGER.

TELEPHONE Nos 292 and 1941.

